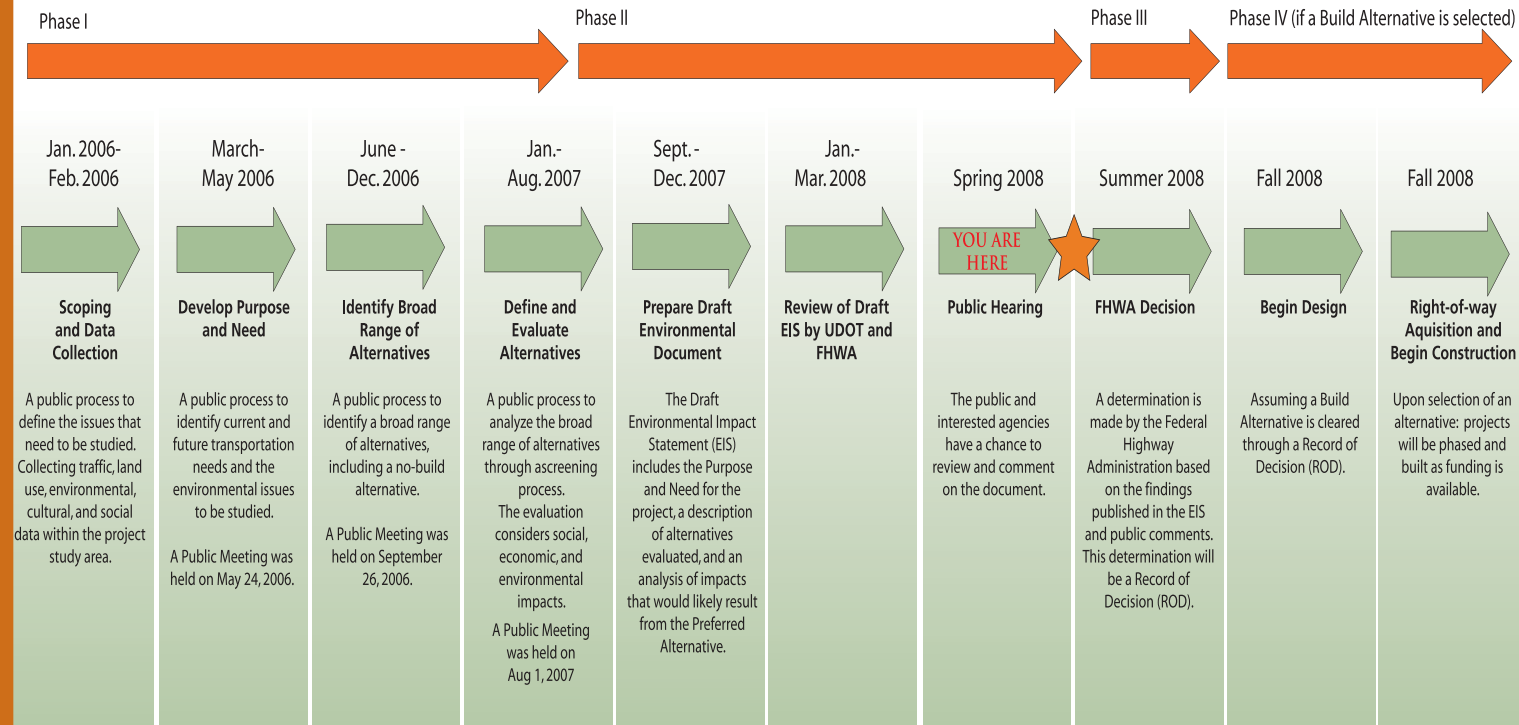


Why can't improvements be made right now?

The study must comply with the National Environmental Policy Act that mandates extensive evaluation of environmental effects and public input regarding transportation projects. Performing the necessary studies and collecting input takes time. Taking the necessary time now will ensure a better result for everyone.

What is the schedule?



UDOT continues to seek the input of area residents, city officials, business owners and commuters.

Comment Period For Draft EIS  
April 11 to May 27, 2008

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**Project Hotline:**  
801-990-5555  
  
**Fax:**  
801-763-5101

All comments must be received by the project team using the methods listed above postmarked no later than May 27, 2008 in order to be included in the official transcript of the public hearing proceedings.

LET US KNOW WHAT YOU THINK! Your input can help move transportation forward.

Public input is essential to the EIS process. Past comments received have been reviewed and the project team has worked to develop a well-balanced solution that meets the varied needs of those impacted. Please feel free to comment on the selection of the Preferred Alternative. We greatly appreciate your participation.

Layton Interchange  
Public Hearing  
Wednesday, May 7, 2008 — 5:30 to 7:30pm  
Layton Elementary School, Layton, Utah



What is the purpose and need for the project?

The “Purpose” defines the transportation problem to be solved and outlines goals and objectives that should be included as part of a successful solution to the problem.

- Address current and projected traffic demand and operations for the Layton Interchange (I-15 Exit 330)
- Provide an unrestricted access across the Union Pacific Railroad to the developing area of West Layton
- Provide adequate transportation facilities and traffic capacity west of I-15 to relieve existing and projected traffic congestion

The “Need” provides data to support the problem statement (Purpose).

- Residential development has been expanding and is expected to continue west of the UPRR in Layton City, Kaysville, and Syracuse.
- The current configuration of the Layton Interchange does not safely meet the current and future traffic demands and presents safety issues due to traffic conflicts and deficiencies.
- The at-grade railroad crossing presents a safety hazard and may prevent timely response by emergency vehicles.
- The at-grade railroad crossing and lack of sidewalks in some areas present a pedestrian safety concern, especially for children walking to and from Layton Elementary School located on Gentile Street.

What alternatives were considered?

FHWA, UDOT and Layton City, in conjunction with the public, developed the following alternatives: the No-action Alternative, the Transportation System Management/ Transportation Demand Management (TSM/TDM)

Alternative, the Transit Alternative, the TSM/TDM/Transit Alternative, and five build alternative concepts, which were:

- **Build Alternative #1** - Widen 200 North in Kaysville and improve the existing partial interchange
- **Build Alternative #2** - Construct a new I-15 interchange at Milepost #330 in Layton and a new roadway (the 750 South connection) from Fort Lane to Flint Street, and eliminate the existing partial interchange
- **Build Alternative #3** - Widen Gentile Street, construct a new full interchange on I-15 at Gentile Street, and eliminate the existing partial interchange
- **Build Alternative #4** - Widen Gentile Street, construct a new partial interchange on I-15 at Gentile Street, and improve the existing partial interchange on I-15
- **Build Alternative #5** - Improve the Layton Hills Mall interchange on I-15, widen Hill Field Road, and improve the existing partial interchange on I-15

What is the Preferred Alternative?

Build Alternative 2 met the Purpose and Need of the project and only had minimal impacts to critical resources, therefore, it was selected as the Preferred Alternative.

All of the alternatives considered, with the exception of the No-action Alternative (which is required to be carried through the EIS study process) and Build Alternatives 2 and 4, were eliminated from further consideration because they failed to meet the Purpose and Need for the project, due to an inability to meet the 2030 traffic demand. Build Alternative 4 was eliminated from further consideration because it had substantial impacts to critical resources.



What are the Impacts of the No-Action Alternative and the Preferred Alternative?

Environmental Resource	No-Action Alternative	Preferred Alternative
Land Use	No Conversion of Land to Roadway Use	19-ac of Commercial Property, 11-ac of Agricultural Property
Farmlands	No Impact	11-ac of Agricultural Property
Social Conditions	Existing Trends Continue	5 Residential Relocations No Impact to Social Cohesion
Environmental Justice	No Disproportionately High or Adverse Effects	No Disproportionately High or Adverse Effects
Relocations	No Relocations	5 Residential Relocations Up to 11 Commercial Relocations
Economic Conditions	Existing Trends Continue	Up to 11 Commercial Relocations Accelerate Commercial Development
Pedestrians and Bicycles	No Changes to WFRC Bicycle Plan	Improved Facilities on Main Street and 750 South
Noise	Increased Noise of 2 dBA	Increased Noise from 2 - 10 dBA
Cultural Resources	No Impact	3 "Adverse Effect" Properties 3 "No Adverse Effect" Properties
Visual	Existing Trends Continue	30-ft High Overpass Structure on Main Street, New Roadway (750 South), New SPUI Interchange on I-15
Air Quality	Not Expected to Cause New NAAQS Violations (CO or PM10)	Not Expected to Cause New NAAQS Violations (CO or PM10)
Water Quality	Existing Trends Continue	Increase in Stormwater Runoff from 4 cfs to 17 cfs
Wetlands	No Impact	1-ac lost
Energy	No Energy Required For Construction, Lower Vehicles Miles Traveled	Energy Required For Construction, Higher Operational Energy Expenditure Due to Increase in Vehicles Miles Traveled

What does the Preferred Alternative look like?

